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Leo Spencer

A History
OF
THE STATE OF
WASHINGTON

Lloyd Spencer

Editor-in-Chief

*Journalist, Advertising Counsel, Past President
Pacific Coast Advertising Clubs Association*

Lancaster Pollard

Associate Editor

Author, Editor, and Literary Critic

Four Volumes

Illustrated

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NEW YORK

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Foreword

*N*O student or interested lay-reader will deny that it is time for a new history of the State of Washington which, in its treatment of early days, will take advantage of the important material, in the form of journals of travel and pioneer biographies, that has recently been brought to light; which will bring the chronicle of the State up to the present; which will impartially treat of each geographical section of the State; which will relate its development to the development of the Nation and show in particular the growth of economic, political and cultural activities within its boundaries.

The difficulties to be overcome in writing such a history are manifold. Many important events are contradictorily reported: the truth is confused and hard to uncover. While the total history of the State covers hundreds of years, its "modern" phase is relatively brief; events and their emotional tone are practically contemporary, some of the men who took major parts in them being still alive; consequently, the selection of detail and accent involves the danger of false emphasis. Probably no other state so intimately exemplifies the history of the Nation and yet remains so individual; the mass of material which constitutes its record is one of the most interesting and not the least part of the national chronicle, and must be treated from both the local and national viewpoint.

THE STATE OF WASHINGTON

To meet these conditions, this history is written in "parts." The first sets the historical and geographical stage. The second brings the actors onto the stage and displays their drama up to the time that Washington Territory became Washington State. The third traces the broad movement of life, the growth and spread of population and the development of natural resources, up to the present. The final section consists of topical histories in which the many industrial, business and cultural activities of the commonwealth are treated in particular detail. This plan will, it is hoped, in the straightforward narrative of the first sections, afford an understanding of the State's general historical development; and in the last part supply much detailed information without confusing the reader's grasp of the inclusive line of growth.

This book is strictly historical: no opinions will be expressed, except as they relate to plain fact; no side will be taken in arguments yet alive, but pure impartiality will be so far as possible preserved; and every part of the State and every period will be treated in proportion to their historical importance. We shall endeavor "To pick out what is most worthy to be known . . . what is most likely to be true."

While the causes and consequences of events must comprise the bulk of any history, the men who initiated and carried through those events deserve and in this book are given special attention. They personalize and interpret the past. They tutor the present. Montaigne, an avaricious reader of them, discovered their best truth when he wrote: "Through the medium of histories one holds converse with the great souls . . . it is a study of inestimable fruit."

THE EDITORS

Publishers' Announcement

THE Foreword of the author of "A History of the State of Washington" outlines a breadth and method of literary treatment that promises an absorbingly interesting narrative. With the support of the individuals named on the Editorial Advisory Board, and the co-operation of the citizenship of the State, the result should be a work that will set a standard in its field. At this juncture the publishers add a word of assurance that their responsibilities in the production of the volumes will be discharged in the spirit of the author and contributors, to the end that the story shall be told and presented to its readers in a manner altogether fitting.

"A History of the State of Washington" is to be embodied in four royal octavo volumes, printed on fine book paper, durably and attractively bound, and, in addition to the history by Mr. Spencer, will include a valuable biographical compendium. The edition will be limited and delivery will be made within a reasonable period, dependent upon the time required for assembling the material. Patronage will be based upon this prospectus and orders will not be subject to cancellation, as the publication of the work is predicated on the support thus assured.

No effort will be spared to make the present work one unsurpassed in local historical literature.

THE PUBLISHERS

Concerning the Editor-in-Chief

THE large following which Lloyd Spencer has attracted through newspaper work and the radio will be gratified that his broad cultural background, wide acquaintance, and keen grasp of trends and events are to be focused upon the history of the State of Washington. For such a work practically his whole career has been preparation,—his military service, extensive travel, newspaper life, radio connections, and Chamber of Commerce activity, as well as his leading part in advertising, a part which took him to the Presidency of the Pacific Coast Advertising Clubs Association and the Presidency of the Seattle Advertising Club. There are thousands of Washingtonians whose opinions of men, policies, and happenings, have been influenced by his writings; there are more who owe information and enjoyment to his voice as it is broadcast regularly over the air; there are still many others to whom his name has been an attraction as a speaker on lecture platform, in church, lodge, or club. That the years of study, observation, research and experience which are responsible for this standing and popularity are to be directed toward the writing of “A History of the State of Washington” is assurance that a valuable modern history—thorough, complete, accurate, and entirely readable—will result.

THE PUBLISHERS

Tentative Table of Contents

PART I.

Discovery.

CHAPTER I.

The National Stream.

“Westward the course of Empire . . .” . . . Expanding Frontiers . . . The Louisiana Purchase . . . The Pioneering spirit.

CHAPTER II.

The Discoverers.

Spanish . . . English . . . Russians . . . French . . . Dutch . . . Americans . . . Gray and Kendrick . . . The Columbia . . . Vancouver presses on . . . MacKenzie and Fraser . . . Lewis and Clark.

CHAPTER III.

Nature and Natives.

A land of unbelievable plenty . . . Forests and rivers storehouses of food for natives and settlers . . . Tribes of the coast and interior . . . The fish-eaters . . . Houses and tepees . . . Languages.

PART II.

Settlement.

CHAPTER IV.

Astoria and the Fur Posts.

The Astor Expedition by sea . . . Ambitious to control American fur trade . . . The Pacific Fur Company . . .

THE STATE OF WASHINGTON

Founding of Astoria . . . Fate of the *Touquin* . . . The overland group . . . Hardships and dangers encountered . . . Sale to British . . . Dr. John McLoughlin.

CHAPTER V.

Resources They Discovered.

Forest wealth . . . Fertility of soil . . . Yield of sea and stream . . . Furs.

CHAPTER VI.

Missionaries and Pioneers.

The Indians ask for instruction . . . Services had been held at Fort Nisqually by Episcopalians and Presbyterians . . . At Fort Walla Walla by the Catholics . . . The Methodists and Rev. Jason Lee . . . First Missionary Priests from St. Louis . . . Marcus Whitman and his band.

CHAPTER VII.

Diplomacy and Boundaries.

Northern boundary fixed and joint occupation treaty signed . . . Fifty-four forty . . . Russia's trade decree and peaceful settlement . . . Claims to Vancouver Island.

CHAPTER VIII.

Wars and Politics.

The Whitman massacre . . . The rescue . . . Funds for war . . . Volunteers on the march . . . The first engagement . . . Battle on the Touchet . . . Pursuit of sur-

THE STATE OF WASHINGTON

viving tribesmen after winter on the Walla Walla . . .
Leshi's incitement of the red men . . . War east and west
of the mountains . . . End of hostilities.

CHAPTER IX.

Physical Expansion.

Hudson's Bay Company extends operations . . . Simmons
party . . . Reinforcements . . . Mills built at New
Market . . . Oyster industry established . . . Steila-
coom founded . . . Olympia next . . . The Oregon
Trail and its romantic story . . . Ezra Meeker.

CHAPTER X.

Cultural Growth.

Early schools, libraries, newspapers . . . Denominational
schools, State school system . . . Organization of terri-
torial University . . . Esthetic expression: writers,
painters, musicians, theatre . . . Public opinion and the
press . . . Growing appreciation of cultural needs.

CHAPTER XI.

Washington State.

Reasons for separation . . . Territorial status . . . First
census . . . Judicial districts established . . . First polit-
ical convention . . . First territorial legislature . . .
Governor Stevens . . . Statehood demanded.

THE STATE OF WASHINGTON

PART III.

Development.

CHAPTER XII.

Organizing the State.

Enabling Act passed . . . Constitution drawn up . . .
Officers installed . . . The authority of the common-
wealth begins to function.

CHAPTER XIII.

Gold and Prosperity.

The Discovery and typical boom conditions . . . Rush to
the mines . . . Speculation and taxes . . . Gold dis-
covered in Idaho . . . Walla Walla founded . . . New
mines discovered.

CHAPTER XIV.

Decades Before the War.

Agricultural expansion . . . Growth of cities . . . Tremen-
dous development of natural resources . . . Beginning of
Oriental trade.

CHAPTER XV.

The War Period.

The state in the war . . . Volunteer Organizations . . . The
Selective Service Act in operation . . . Camps and can-
tonments . . . Financial campaigns of government and
social service agencies . . . The impressive total . . .
Washington's sons in action . . . The honor roll.

THE STATE OF WASHINGTON

CHAPTER XVI.

1918-1929.

Industrial development . . . Development of state highway system . . . Dairying and poultry farming . . . Canning . . . Increasing consciousness of State unity.

CHAPTER XVII.

1930-1935.

State Relief measures . . . Federal relief . . . Coulee Dam . . . Colonization plans . . . Immigration from Middle West.

PART IV.

Topical Histories.

CHAPTER XVIII.

Lumber and Logging.

CHAPTER XIX.

Steamship, Railroad, Motor and Air Transportation.

CHAPTER XX.

Livestock, Dairying and Agriculture.

CHAPTER XXI.

Development of Fishing Industry.

CHAPTER XXII.

Mines and Mining.

THE STATE OF WASHINGTON

CHAPTER XXIII.

Hydro-Electric Development.

CHAPTER XXIV.

Ship Building.

CHAPTER XXV.

Industrial Development.

CHAPTER XXVI.

Banks, Banking and Finance.

CHAPTER XXVII.

Foreign and Domestic Commerce.

CHAPTER XXVIII.

Schools and Colleges.

CHAPTER XXIX.

Art, Music and Literature.

CHAPTER XXX.

Churches, Clubs and Fraternal Organizations.

CHAPTER XXXI.

The Columbia Basin Project and Coulee Dam.

CHAPTER XXXII.

Rivers and Harbors.

THE STATE OF WASHINGTON

CHAPTER XXXIII.

The State Press.

CHAPTER XXXIV.

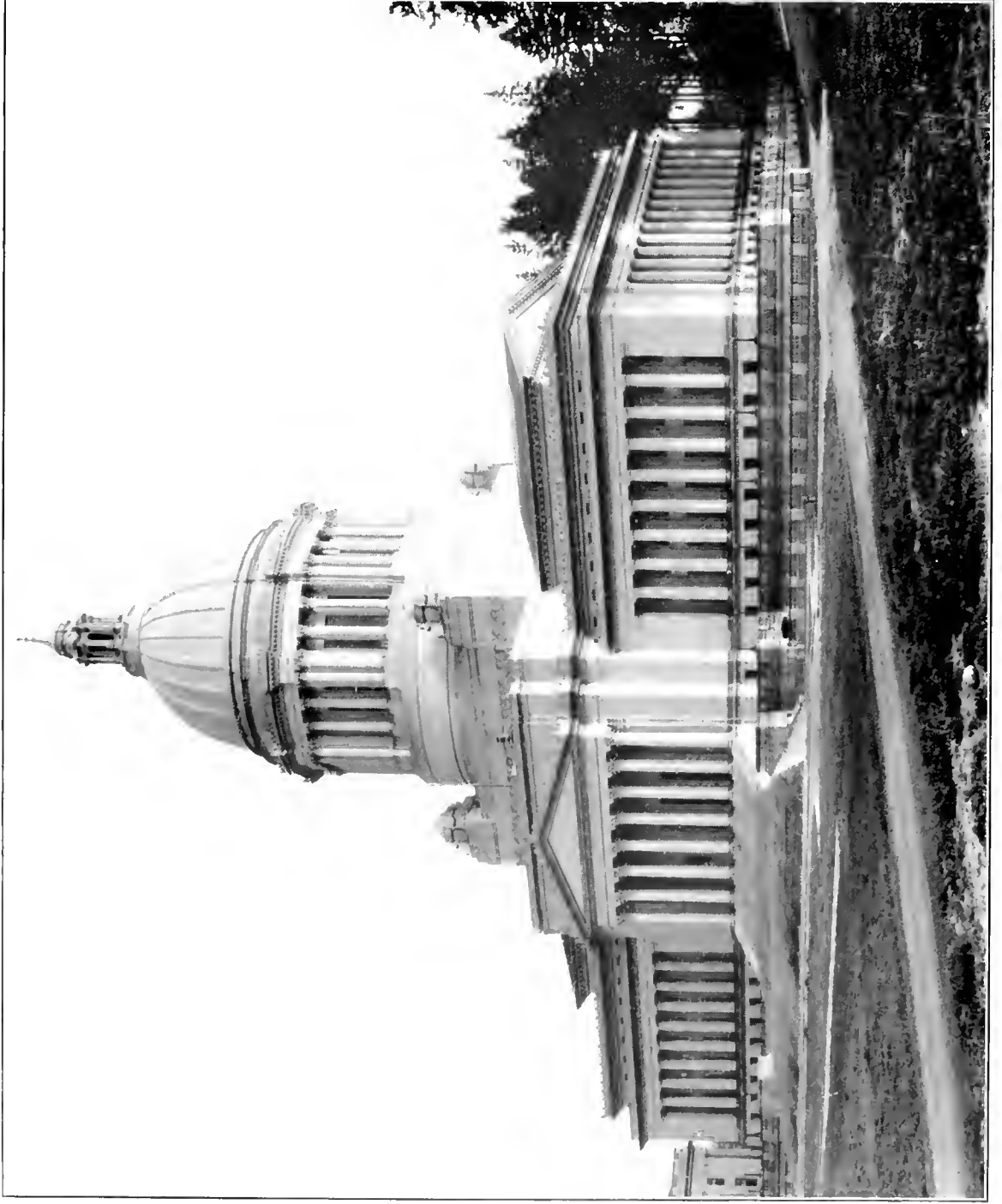
The Bench and Bar.

CHAPTER XXXV.

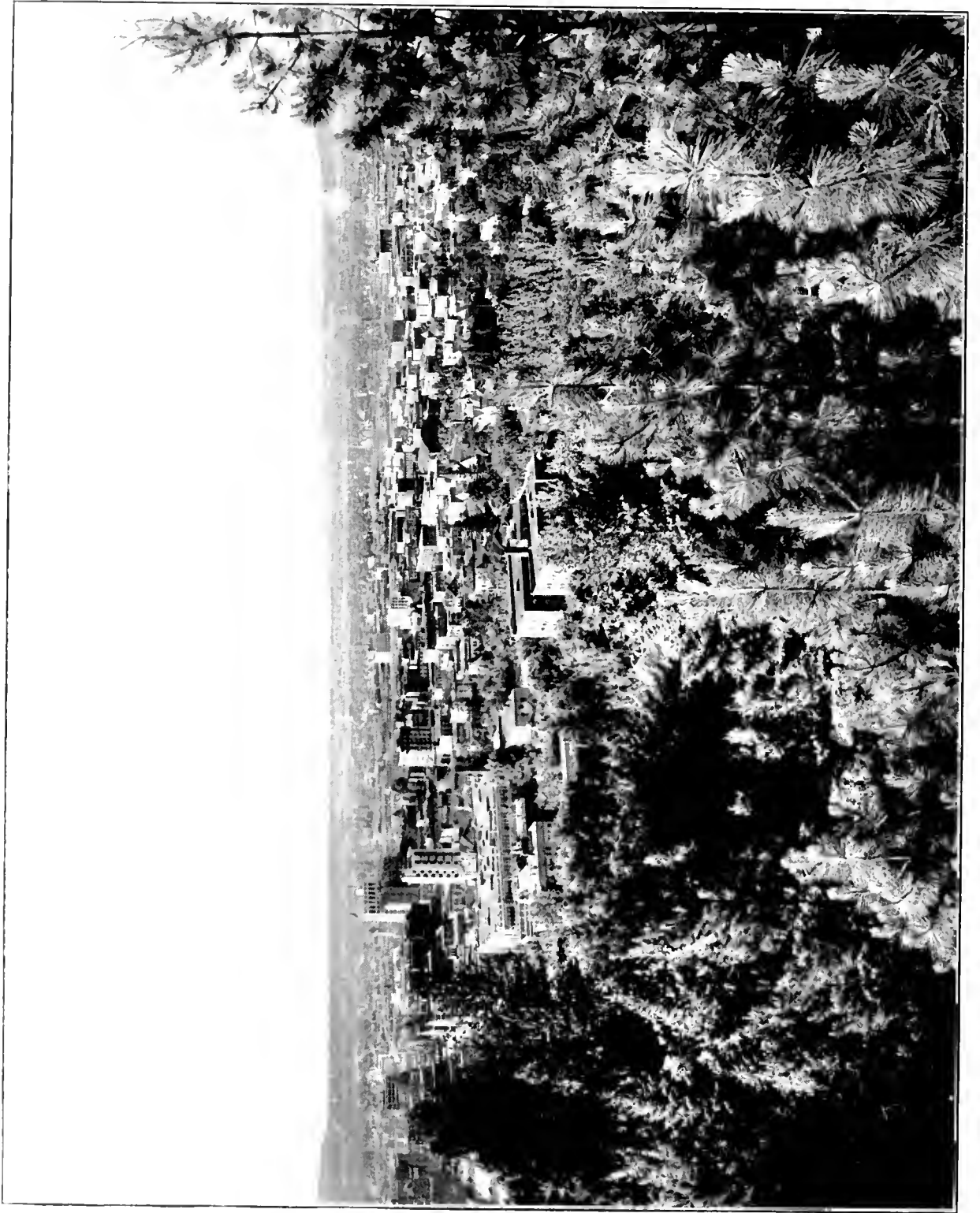
The Medical Profession.

PART V.

Personal and Family History.



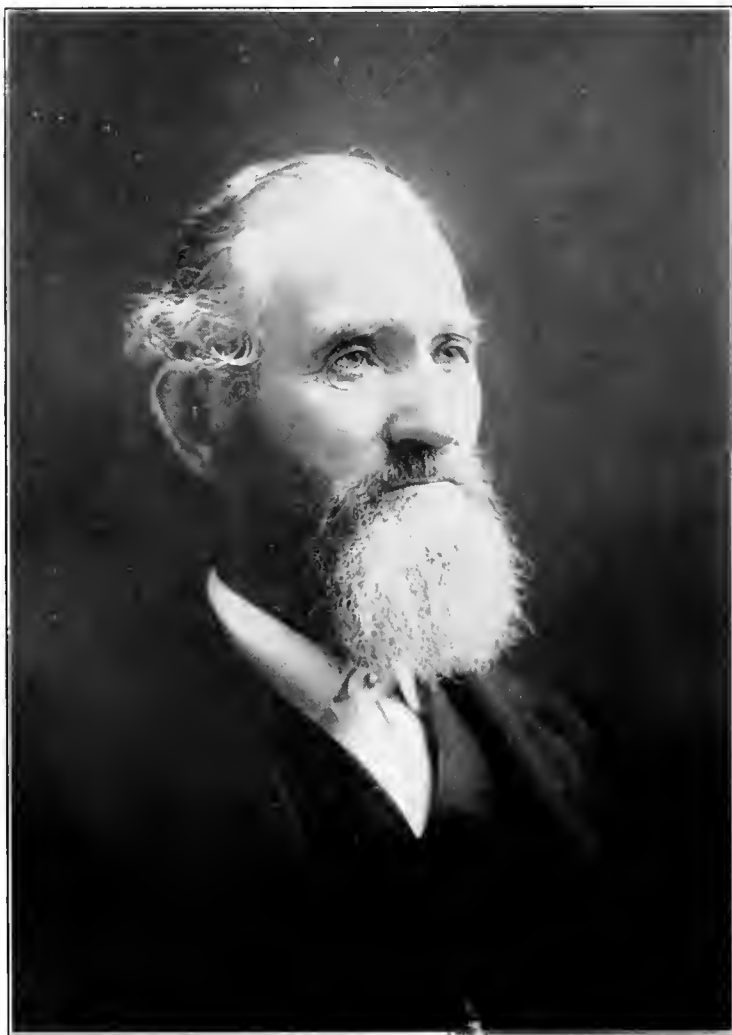
STATE CAPITOL, OLYMPIA



SPOKANE



FATHER DE SMET
Showing the Leopold decoration



A A DENNY



CHIEF SEATTLE



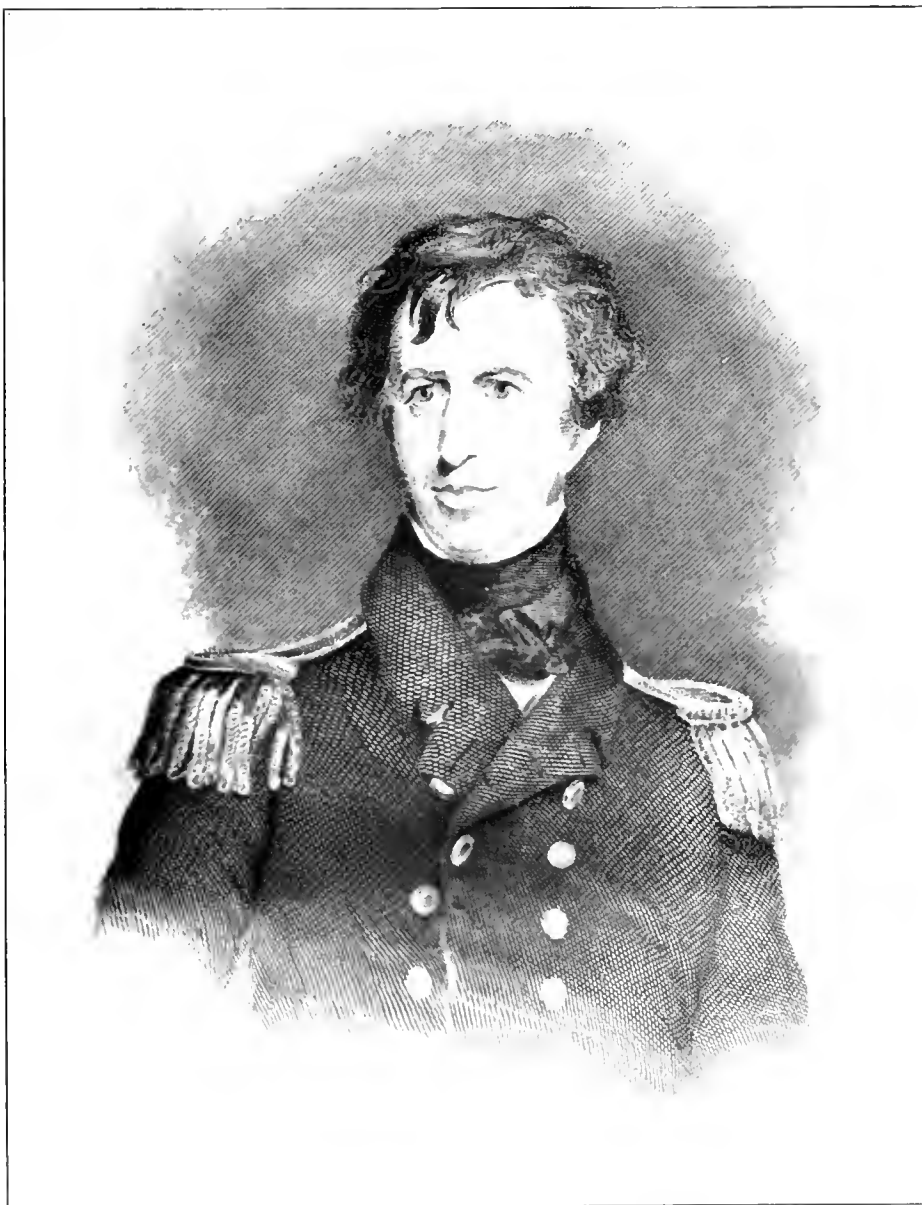
ANGELINE



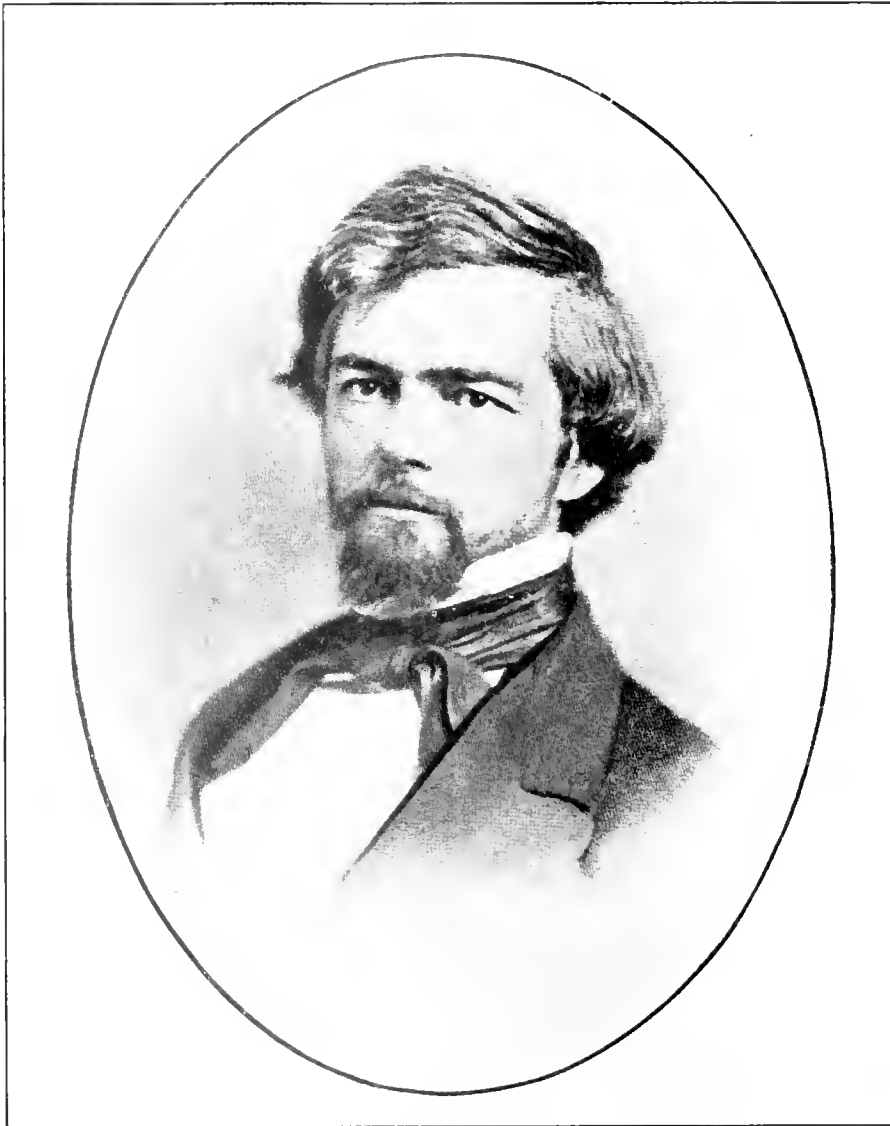
DR. MARCUS WHITMAN
Early missionary at Walla Walla



CAPTAIN B. L. E. BONNEVILLE
At Fort Walla Walla, 1832



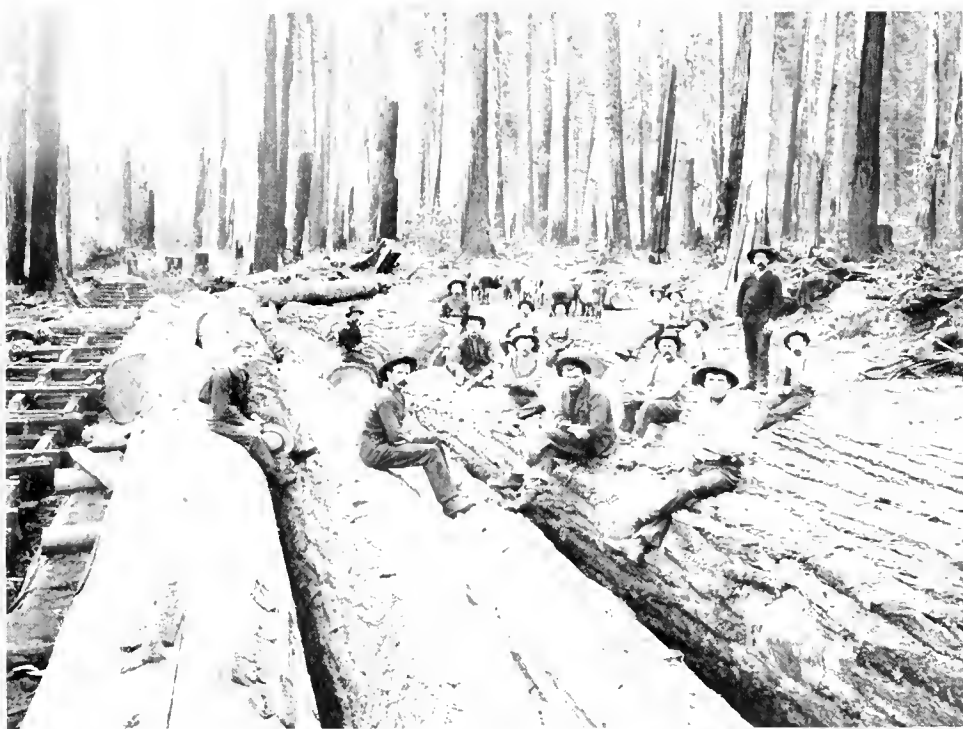
COMMANDER CHARLES WILKES
Who came to the Northwest in 1841 with the U. S. Navy.



ISAAC I. STEVENS
First Governor of Washington Territory



GENERAL M. M. MCCARVER
Founder of Tacoma, 1868



LOGGING SCENE NEAR EDGECOMB, 1892



MISSION STREET AT 15TH (CLINTON) STREET, WHATCOM
Buildings in the foreground were destroyed by the fire of 1885



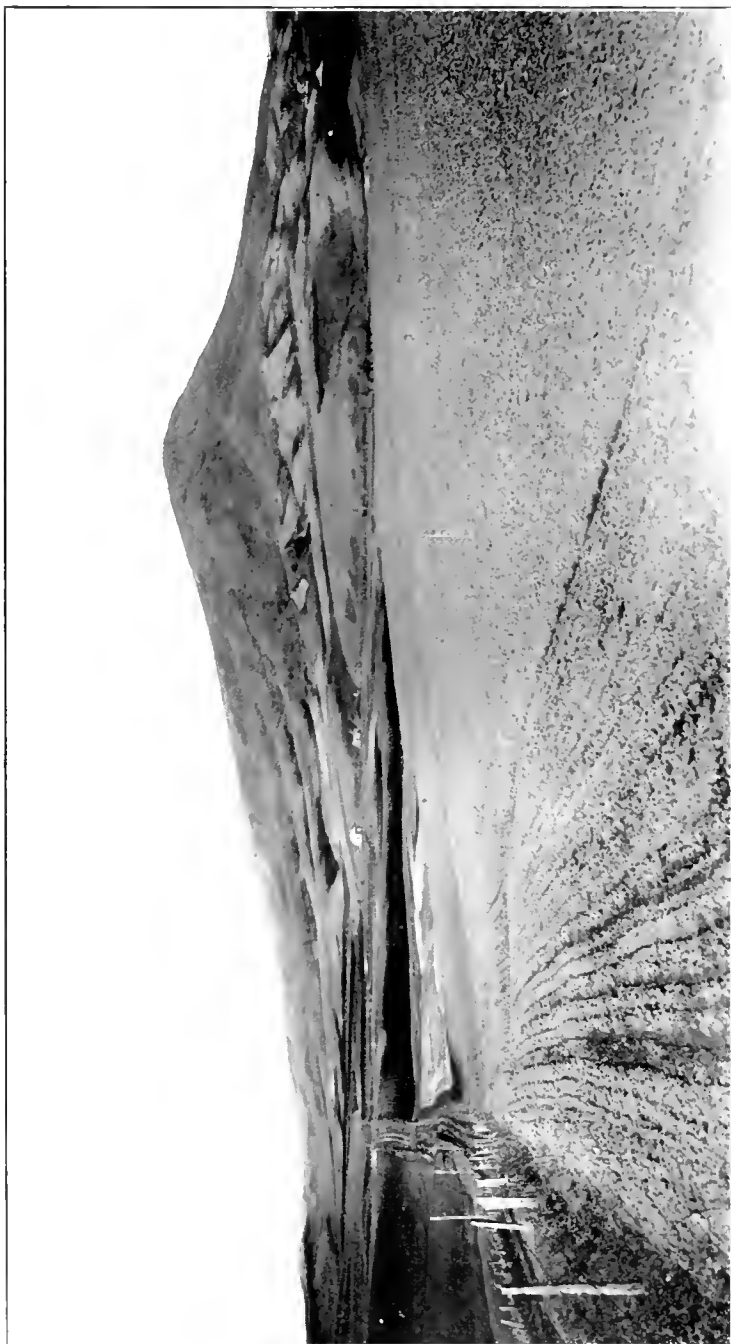
ELISHA P. FERRY
First Governor of Washington



LOOKING SOUTHWEST FROM GRAND AND CALIFORNIA STREETS, EVERETT
1892



VIEW OF HEWITT AVENUE, EVERETT
Looking West from Swalwell's Wharf, 1892



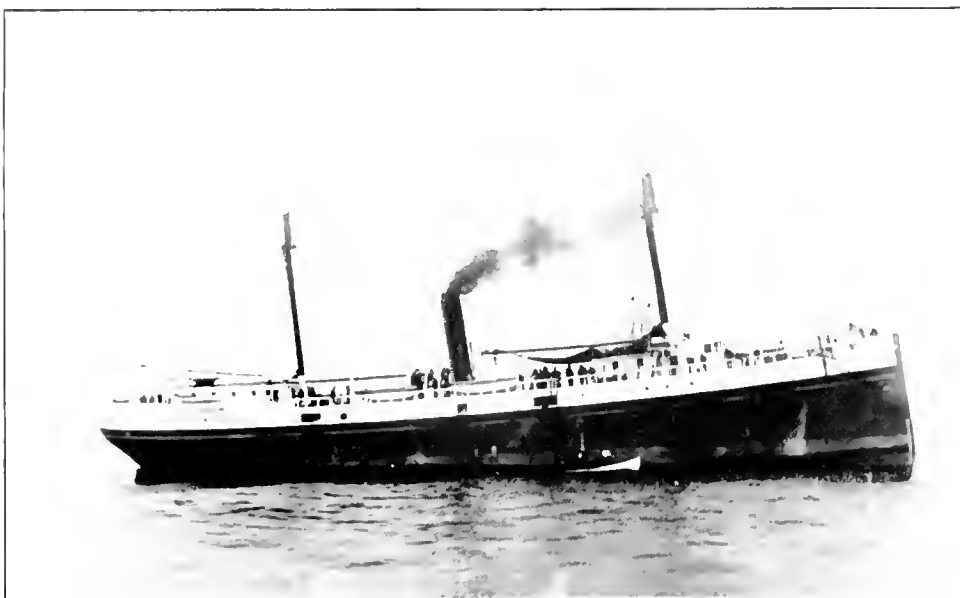
STEPTOE BUTTE, NEAR SPOKANE
Where Colonel Suptoe held off the Palouse Indians in the outbreak of 1878



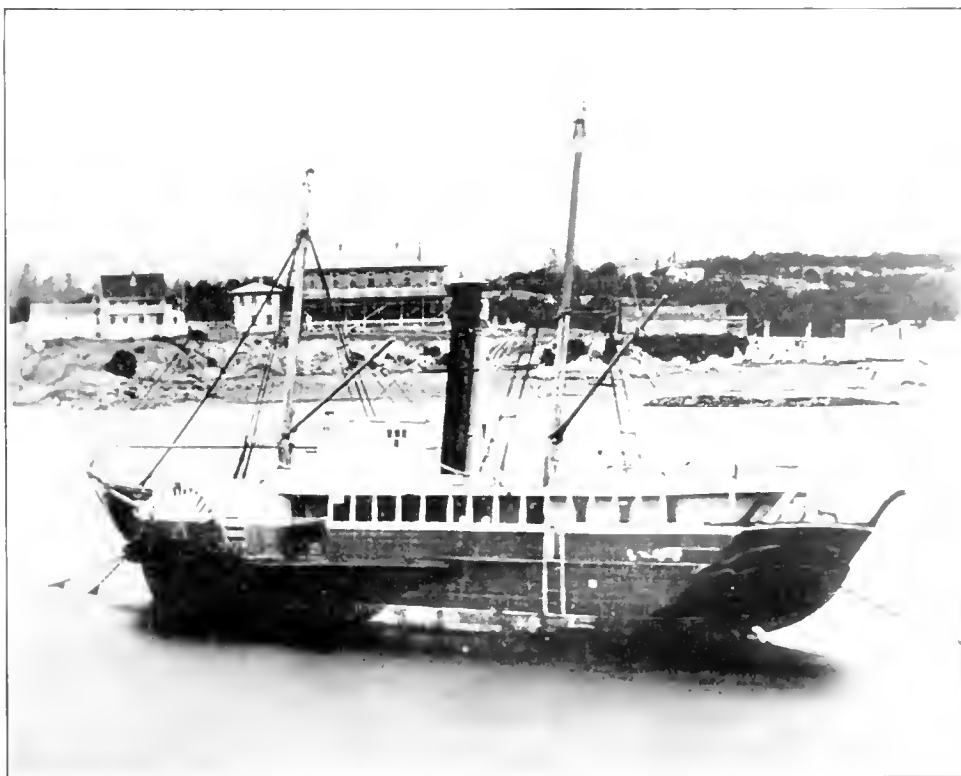
LIEUTENANT AND MRS WILLIAM A SLAUGHTER



FIRST SNOHOMISH COUNTY LOCOMOTIVE, 1876
Note wooden rails



S. S. "PORTLAND" ARRIVING IN THE STRAITS, JULY 17, 1897
With a ton of gold from the Klondike



S. S. "BEAVER"
First steamship in Pacific waters



GRIST MILL BUILT AT SOURCE OF CHAMBERS CREEK, STEILACOOM RIVER, WHERE IT
LEAVES STEILACOOM LAKE

Built in 1857 by Andrew and Preston Byrd, sons of Adam Byrd, who crossed the plains in 1852 and died
April 26, 1853, at Chambers Mill, near the mouth of Chambers Creek

Photographed from the original by courtesy of the Washington State Historical Society



ARLINGTON
About 1891



INDIAN SWEAT-HOUSE, YAKIMA VALLEY



COLUMBIA RIVER AT THE NORTH END OF GRAND COULEE
Location of the Grand Coulee Dam

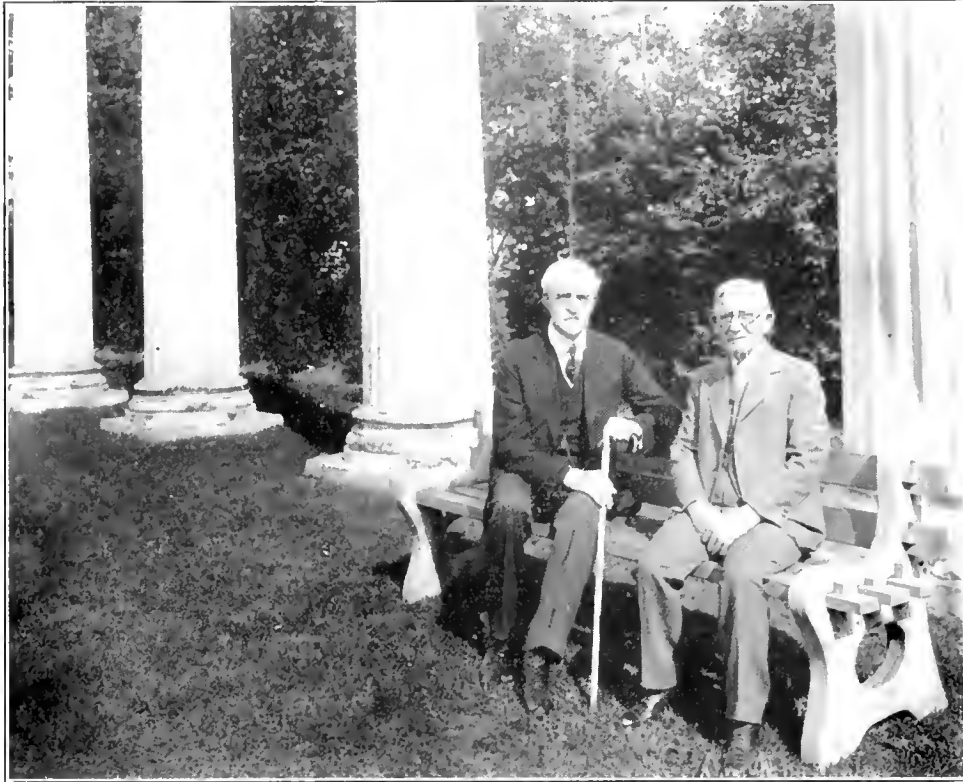


CAMP MONTGOMERY

Used as a supply station and guard house during Indian war of 1855-56. Judge Lander was held as prisoner here during time of martial law in Pierce County by order of Governor Stevens. The late Harvey Scott, for many years Editor of the "Oregonian," was guard over Judge Lander.

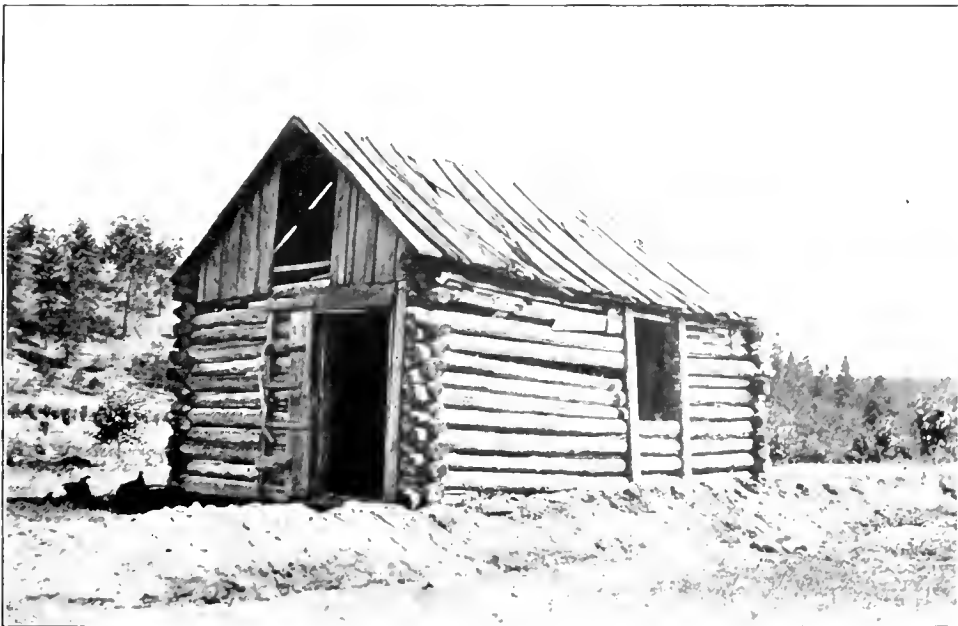


PUYALLUP SCHOOL, 1885



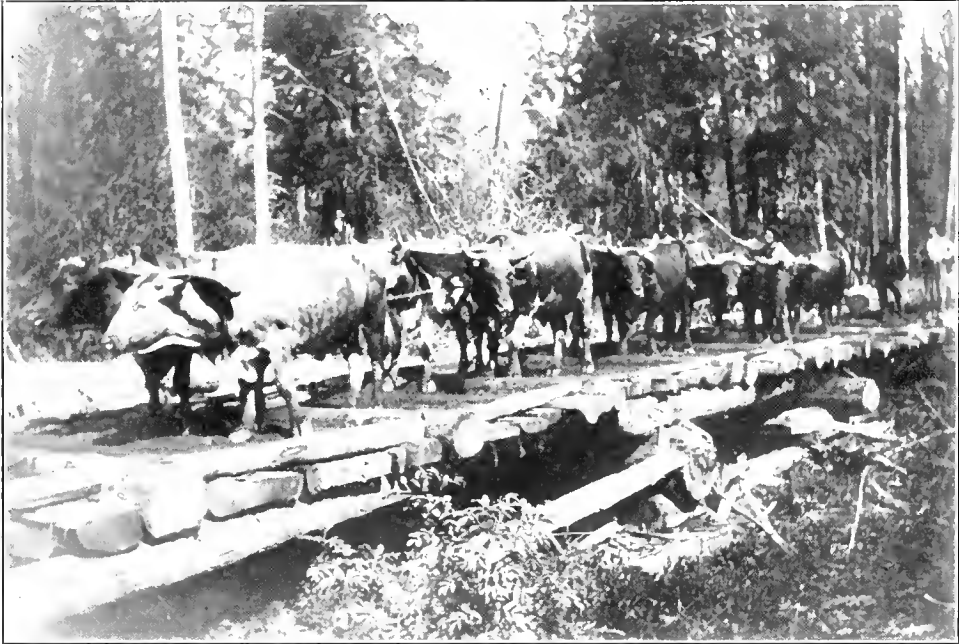
ROLAND DENNY AND E. S. MEANY

With the column from the old university on the present campus. Roland Denny is the sole survivor of the original band which landed at Alkie on November 13, 1852.

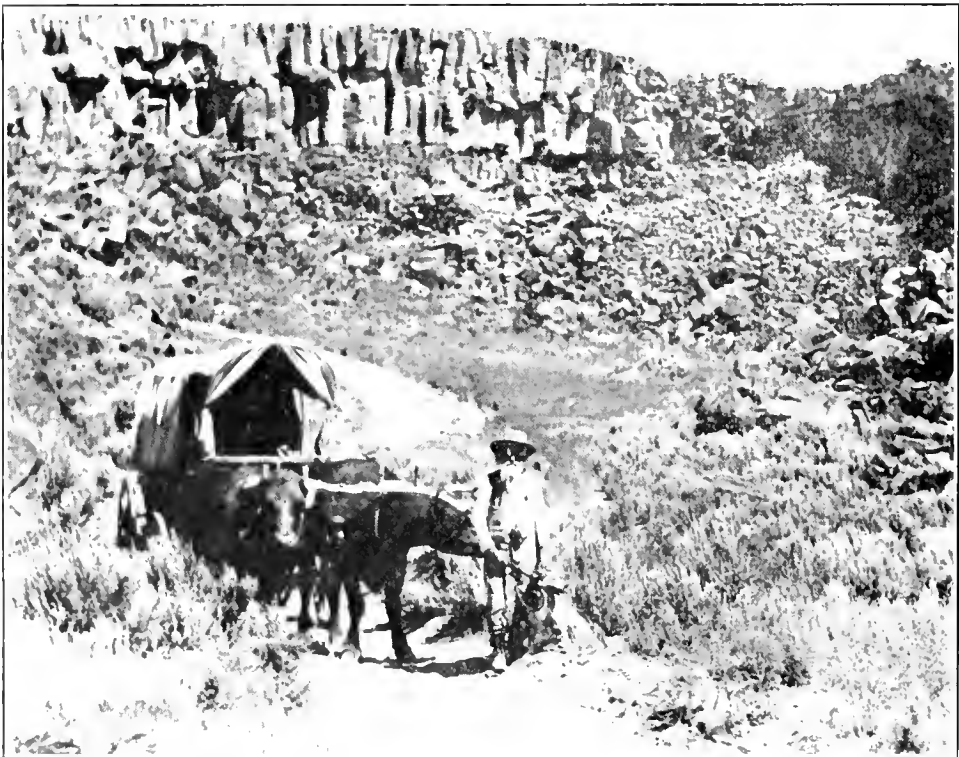


SPOKANE HOUSE

Built in 1810 by Finan McDonald, of the North West Company.



BULL TEAM HAULING LOGS



EZRA MEEKER RETRACING THE OLD OREGON TRAIL

Western

Telegraph Company.

The rules of this Company require that all messages received for transmission be written on the message blanks of the Company, under and subject to the conditions printed thereon, which have been agreed to, by the sender of the following message.

JAS. GAMBLE, General Supt.,
SAN FRANCISCO.

WILLIAM OULTON, Pres. & Gen. Mgr.,
G. H. MUMFORD, Secy.,
SAN FRANCISCO.

Paluma 14 July 1873
Received at Seattle 14 July 1873 140P.

To Hon W. C. Kering.

We have located Terminus
on Commercial Bay.

W. H. Rice.

J. C. Hinckworth
Commissioners

W. H. Rice
J. C. Hinckworth

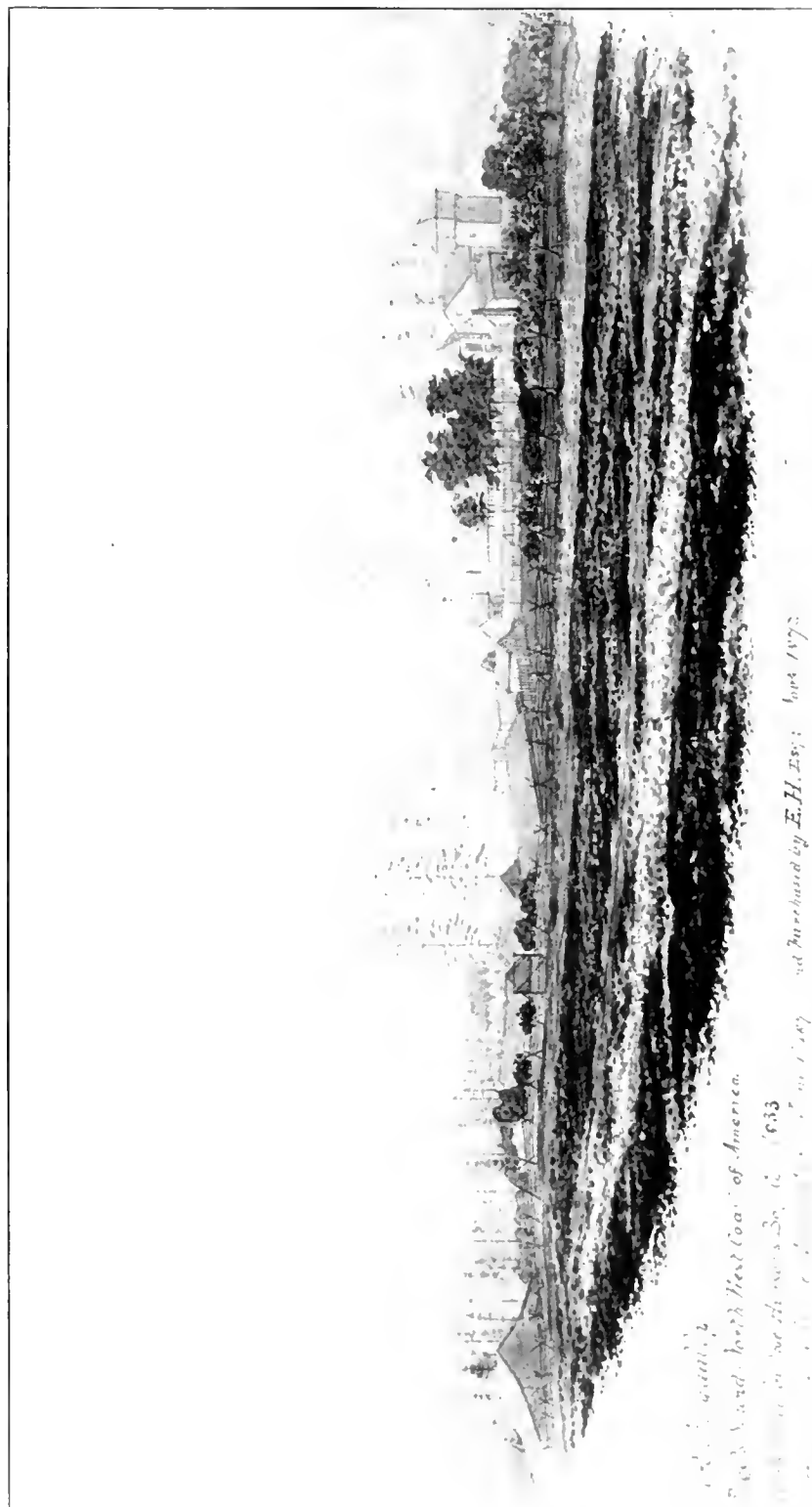
TELEGRAM ANNOUNCING TERMINUS OF NORTHERN PACIFIC RAILWAY



BLOCKHOUSE ON WHIDBY ISLAND
Built during the Indian War of 1855



FORT SAN JUAN, SAN JUAN ISLAND



Printed and Published by E. H. TAYLOR, 100 N. 3d St. Phila.

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and purchased by E. H. TAYLOR, 100 N. 3d St. Phila.

FORT MIFFLIN



BATTLE OF SEATTLE
"Decatur" in the background



THE FACTOR'S HOME AT FORT NISQUALLY



FORT NISQUALLY



IRRIGATED APPLE ORCHARD IN FULL BLOOM



SUNNYSIDE CANAL

Irrigating 125,000 acres, the beginning of irrigation on a large scale in the Yakima Valley



EARLY VIEW OF C STREET, TACOMA

Looking north from about Tenth Street and showing the office of "The Ledger," the old Courthouse, the Tacoma Land Company, the Congregational Church and the Methodist Episcopal Church

Photographed from the original by courtesy of the Washington State Historical Society



TACOMA ABOUT 1880

The white house standing alone in the background was the home of Otis Sprague and the site is now occupied by the Tacoma Hotel

Photographed from the original by courtesy of the Washington State Historical Society



OLD BELLINGHAM'S FIRST POST OFFICE, 1884
 Photographed in 1903



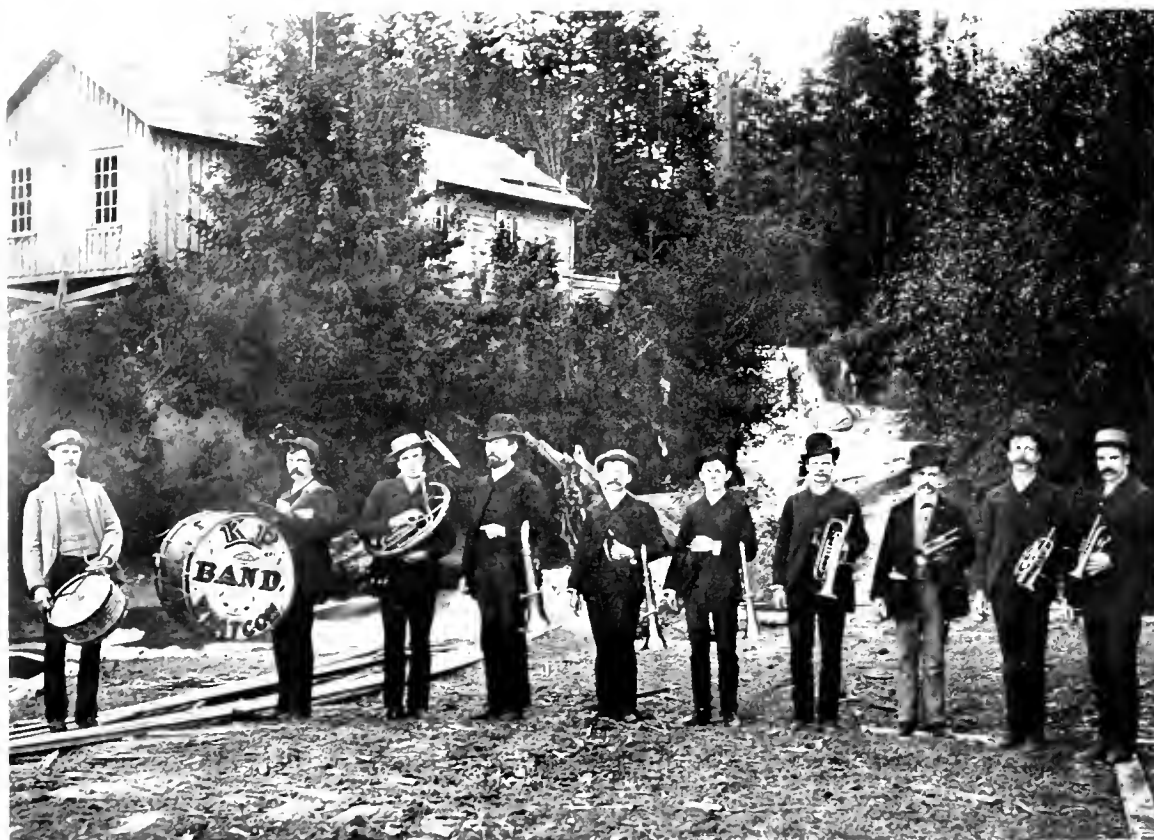
CHUCKANUT DRIVE, BELLINGHAM
 Carved in the mountain's side

Clyde Banks



WASHINGTON COLONY MILL

Built by the Kansas Colony - Beginning of modern industry in Bellingham, 1883



FIRST BAND OF WHATCOM, 1884

Whatcom Falls in rear - Site of first sawmill in Northern Whatcom



VIEW FROM PROVIDENCE HOSPITAL, EVERETT, 1892
Looking Northeast



FIRST NATIONAL BANK, NEAR MAPLE AND HEWITT, EVERETT, 1892



MISSION ESTABLISHED BY THE OBLATE CATHOLIC FATHERS IN 1847
On the banks of Ahtanum Creek in the Yakima Valley



STATE CAPITOL, OLYMPIA, IN 1902



FORT OKANOGAN, AT THE JUNCTION OF THE OKANOGAN AND COLUMBIA RIVERS
Founded in September, 1811, as a trading post



DRY FALLS STATE PARK, GRAND COULEE



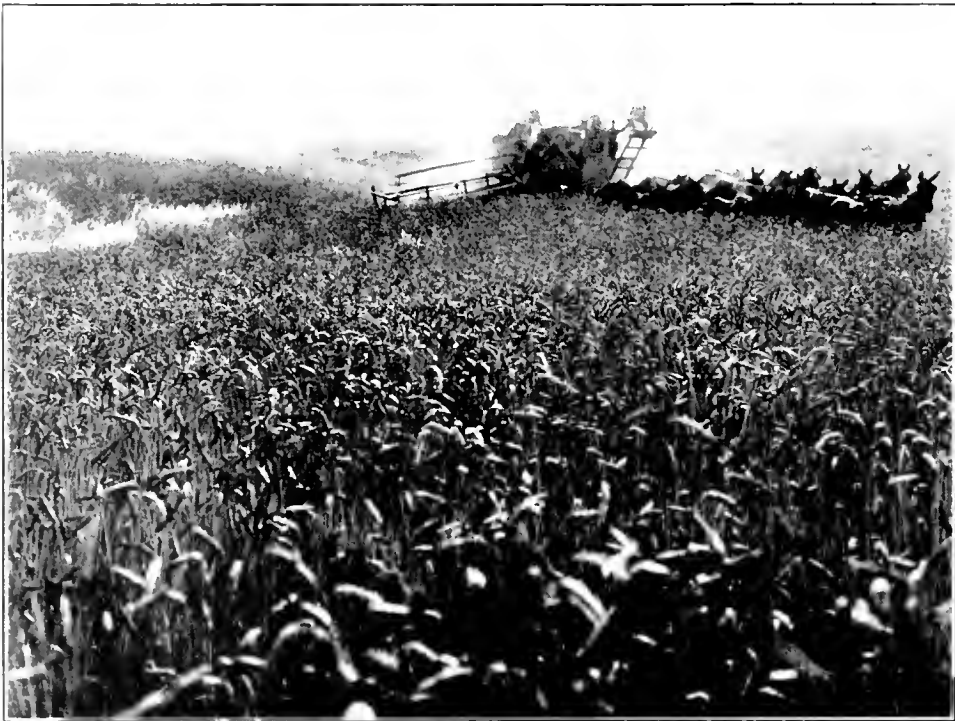
YAKIMA AVENUE, YAKIMA, IN 1908



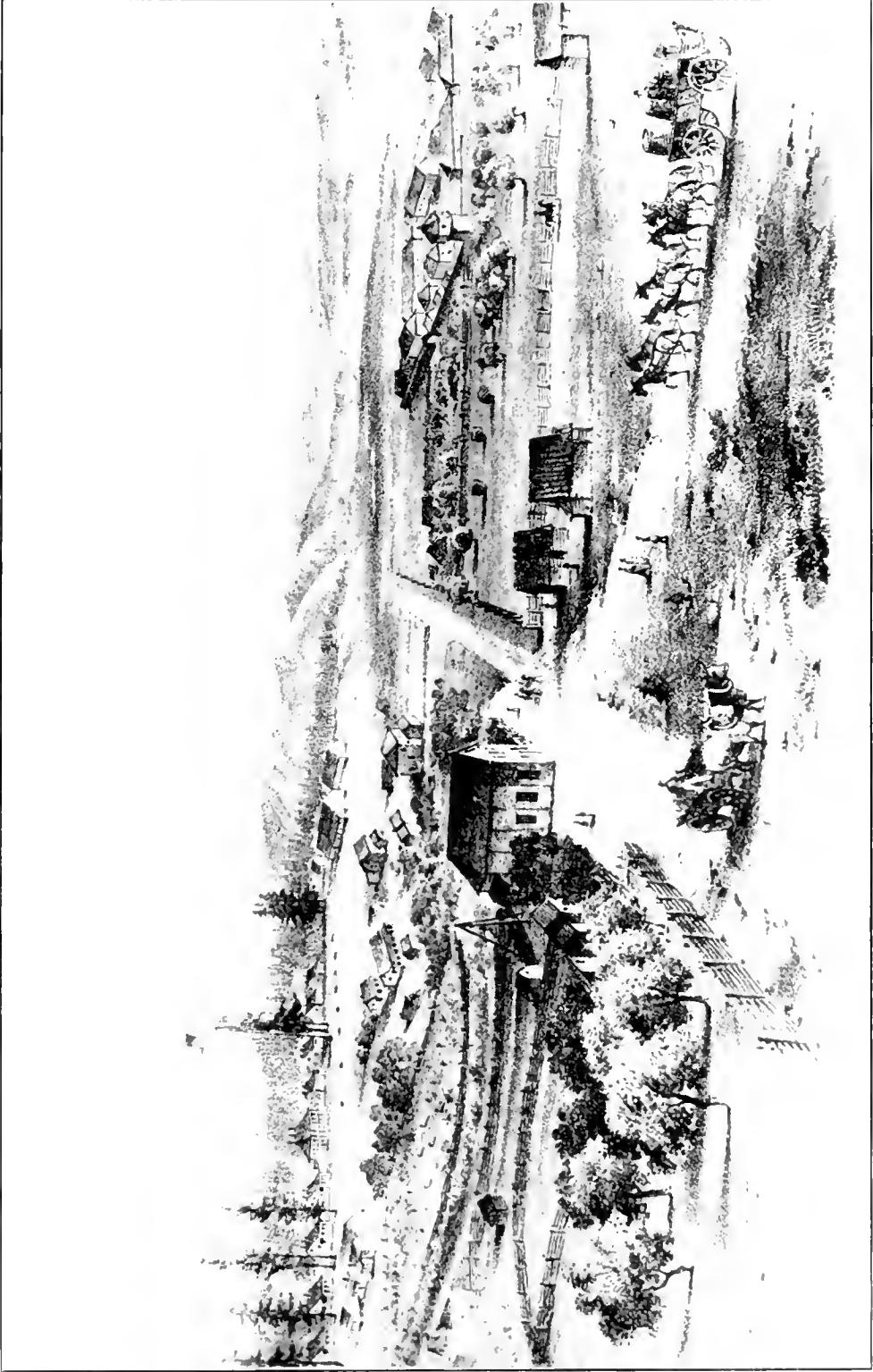
THE SAME LOCATION IN 1933



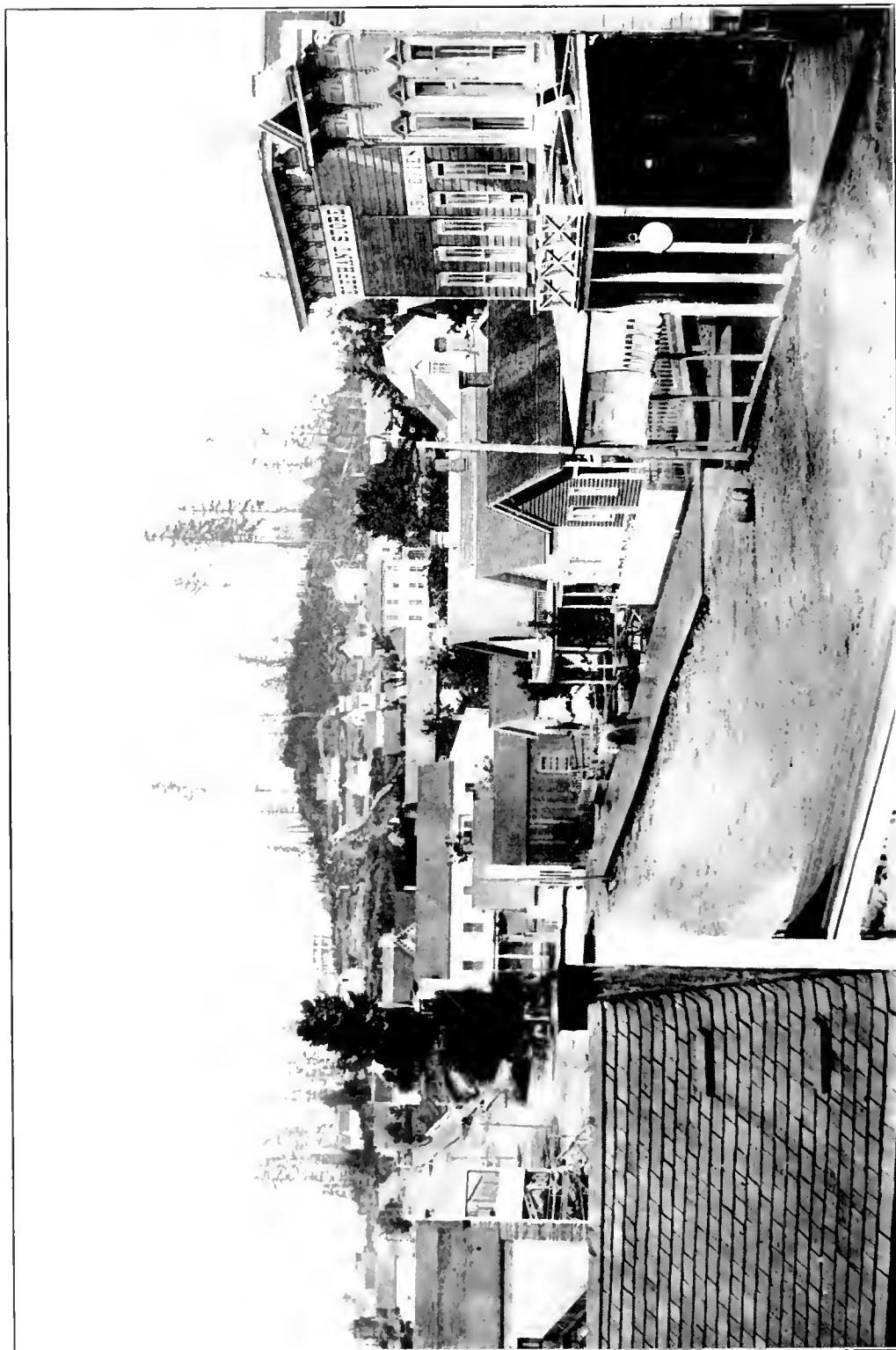
DAIRYING IN WASHINGTON



COMBINE HARVESTING WHEAT
In the Big Bend near Spokane



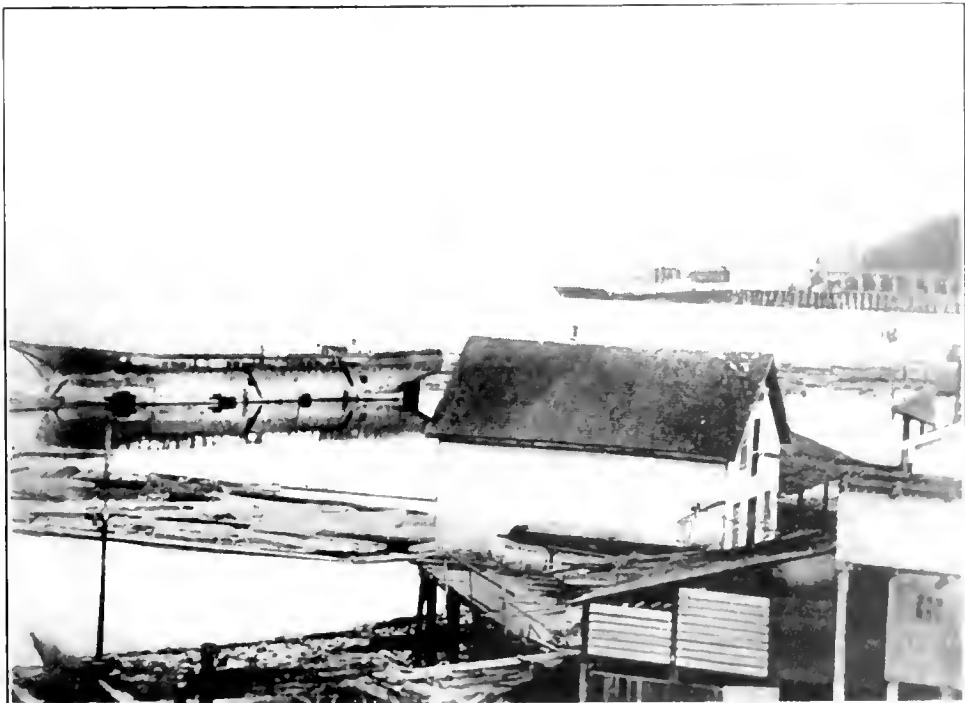
FORT VANCOUVER



COMMERCIAL STREET, SEATTLE, ABOUT 1860



REGRADE OF DENNY HILL AND DEMOLITION OF WASHINGTON HOTEL



FIRST AVENUE AND MARION STREET SEATTLE
The ship in the background was used as a ferry
J. M. C. P.

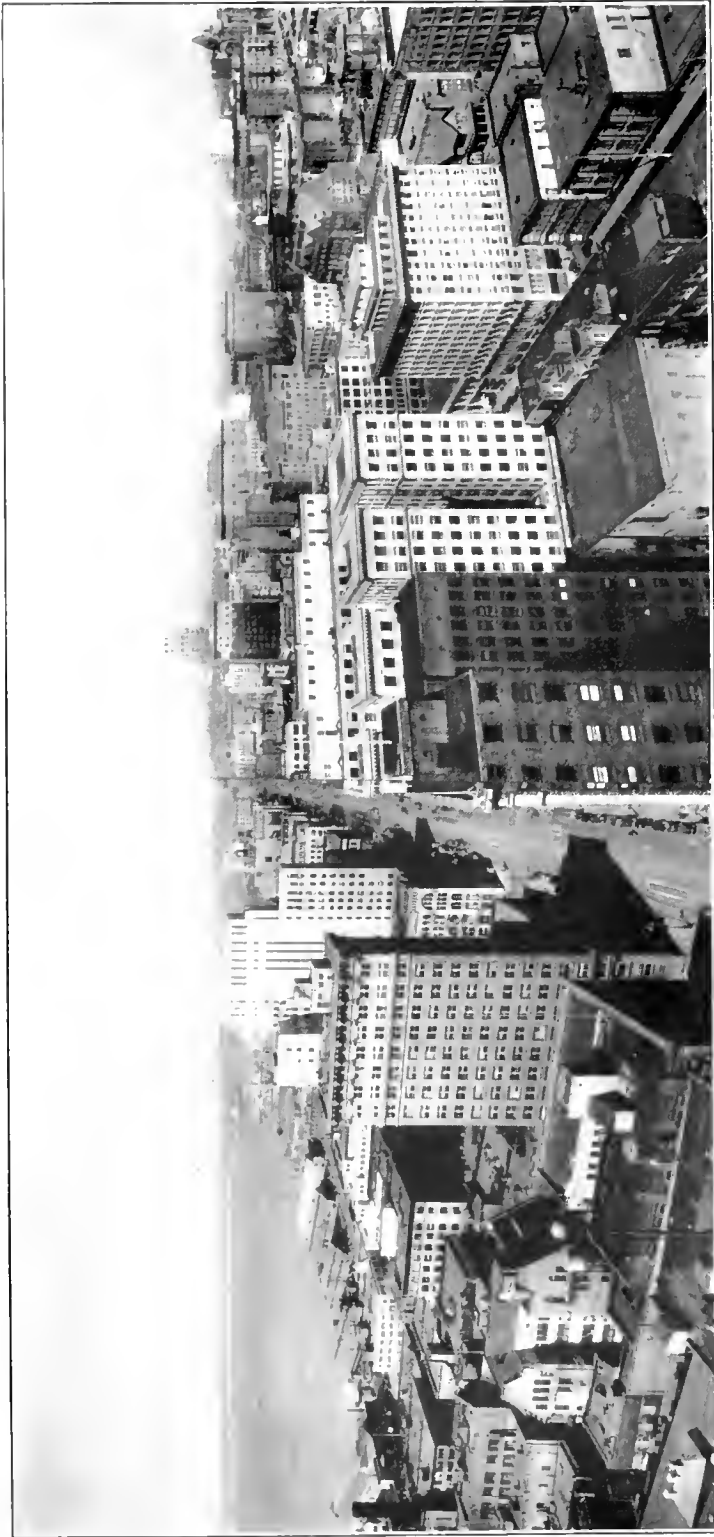


THE ORIGINAL UNIVERSITY OF WASHINGTON

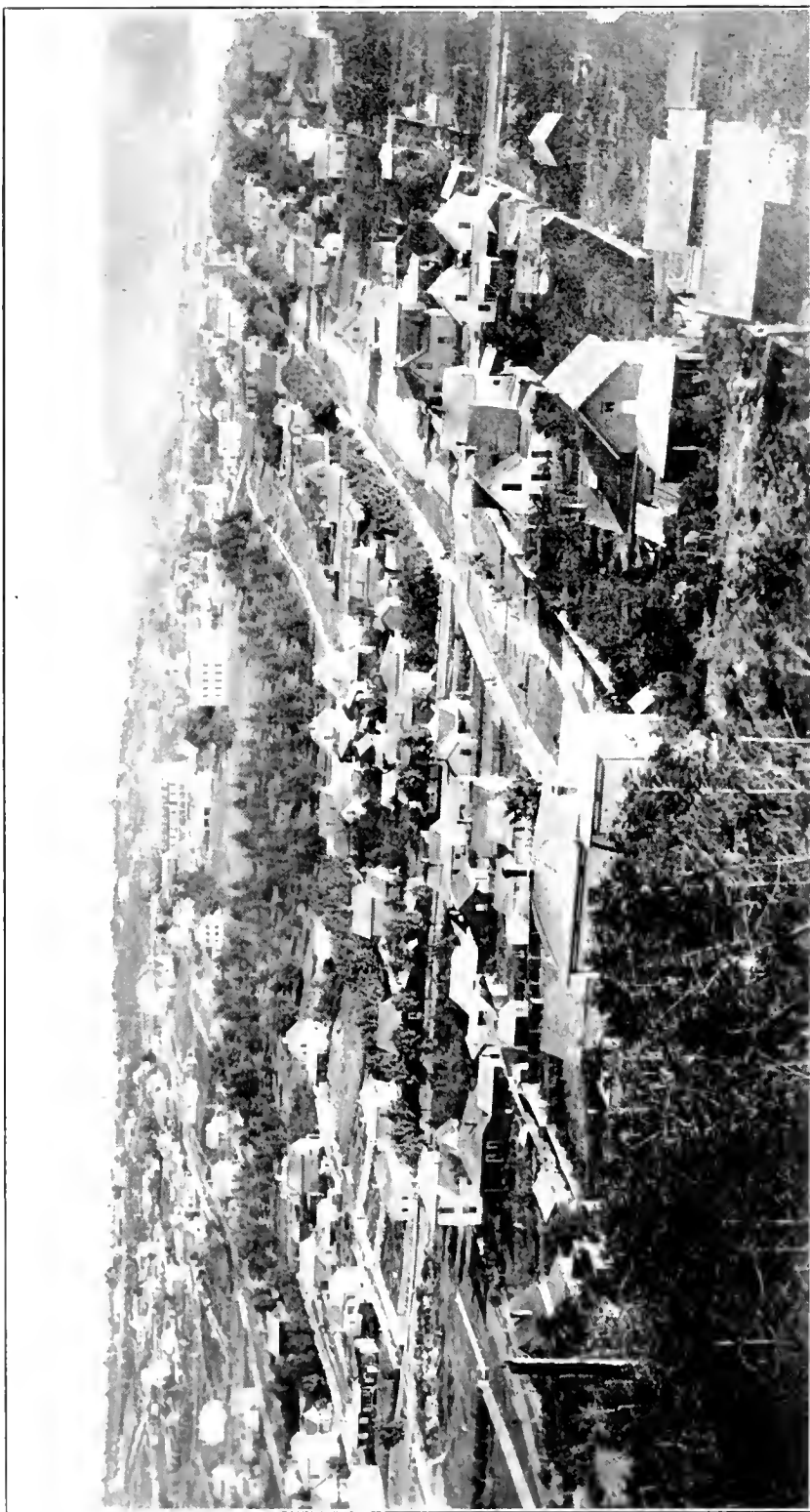


JACKSON HOME

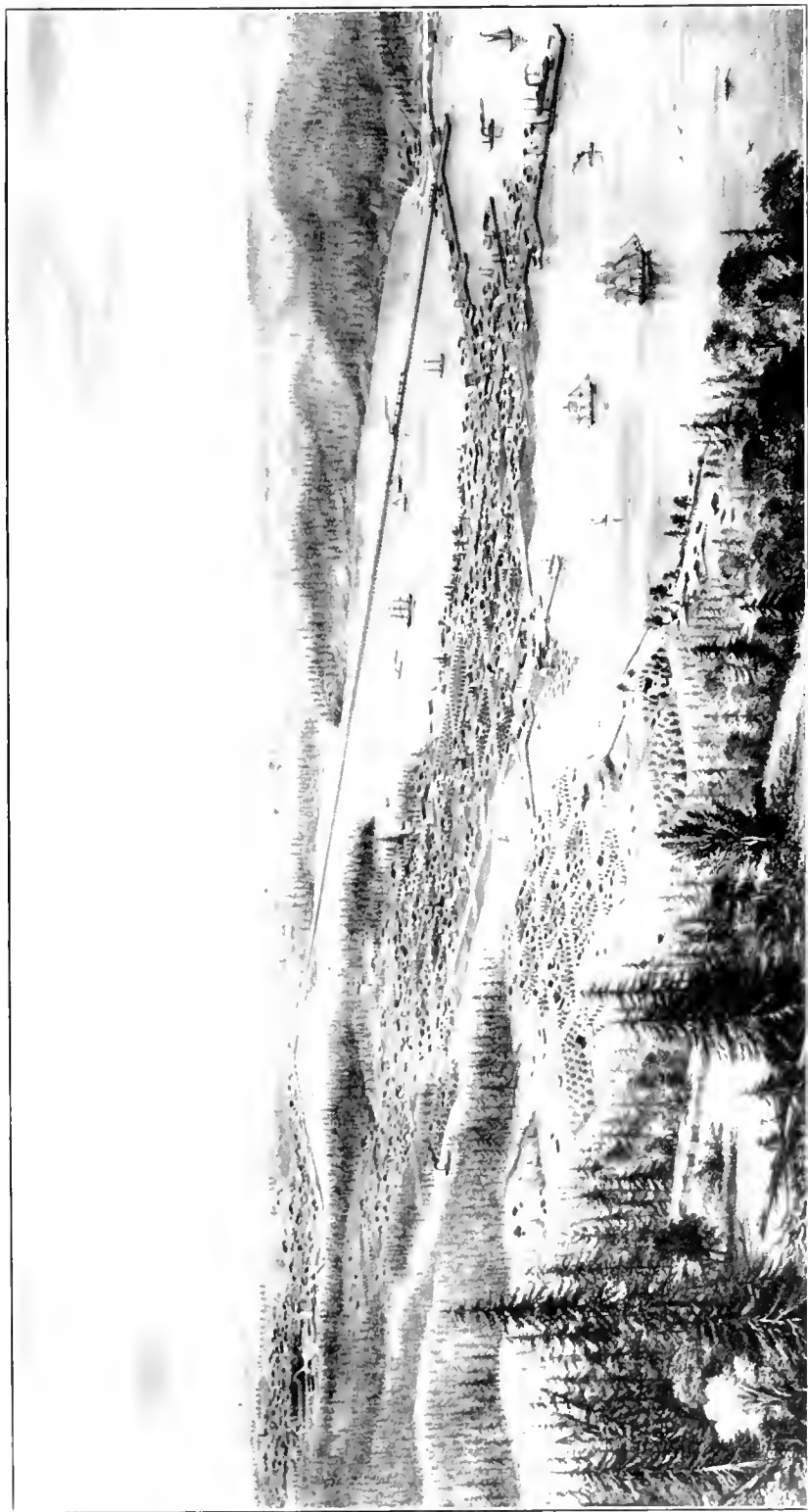
On the Pacific Highway south of Chehalis, built by John R. Jackson in 1847, now a State park



SEATTLE TODAY



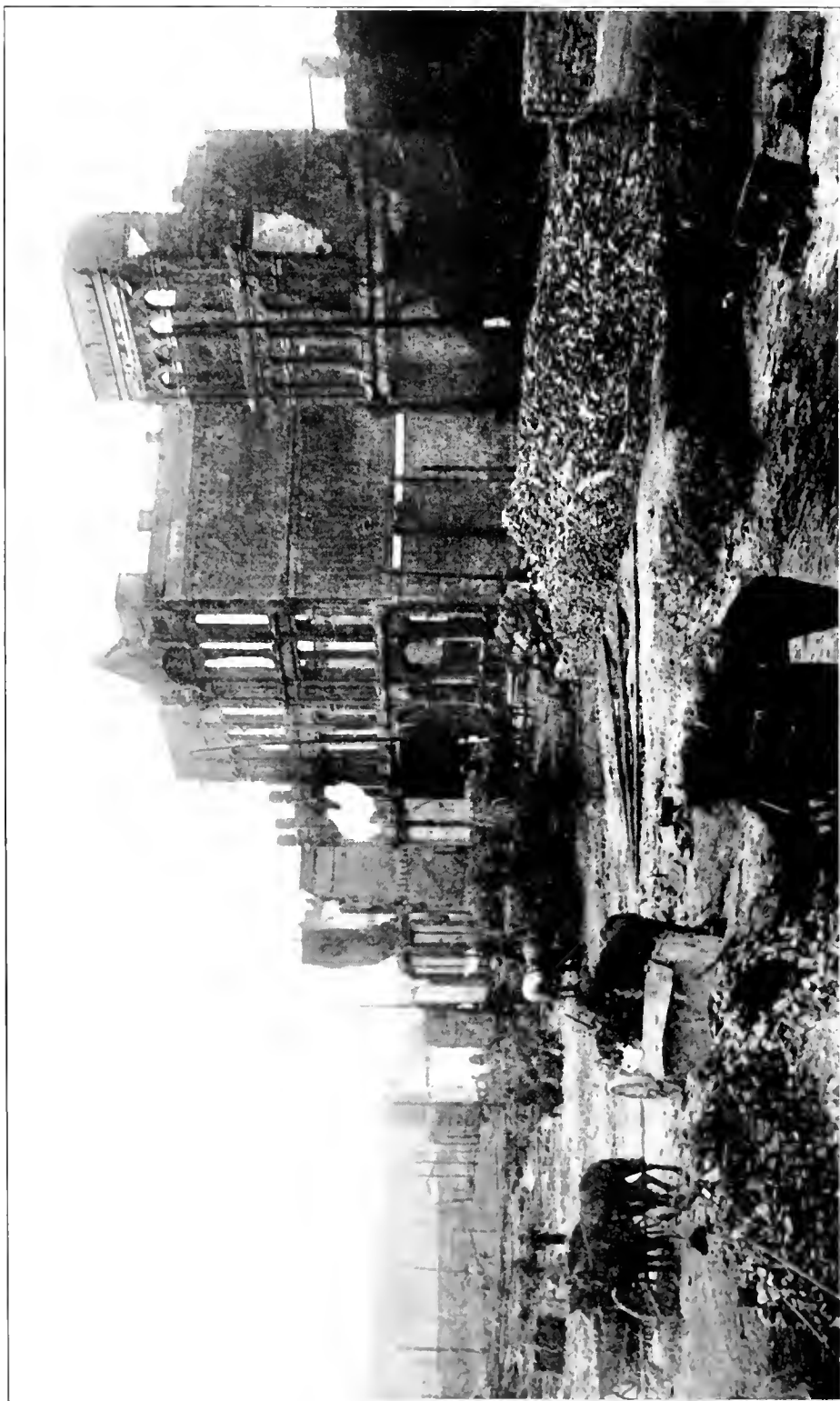
SEATTLE ABOUT 1868
With the University of Washington in the central part



OLYMPIA IN 1879



THE START OF THE BIG FIRE, JUNE 6, 1889



SEATTLE AFTER THE FIRE



THE GOLD RUSH OF 1897—THE "WILLAMETTE" READY TO LEAVE SEATTLE



BUSINESS DISTRICT OF TACOMA WITH ITS SCENIC BACKGROUND



OLD VIEW OF TACOMA



WENATCHEE VALLEY, W. BLOSSOM TIME
T-1 was taken April 27, 1934



YAKIMA VALLEY, 1907

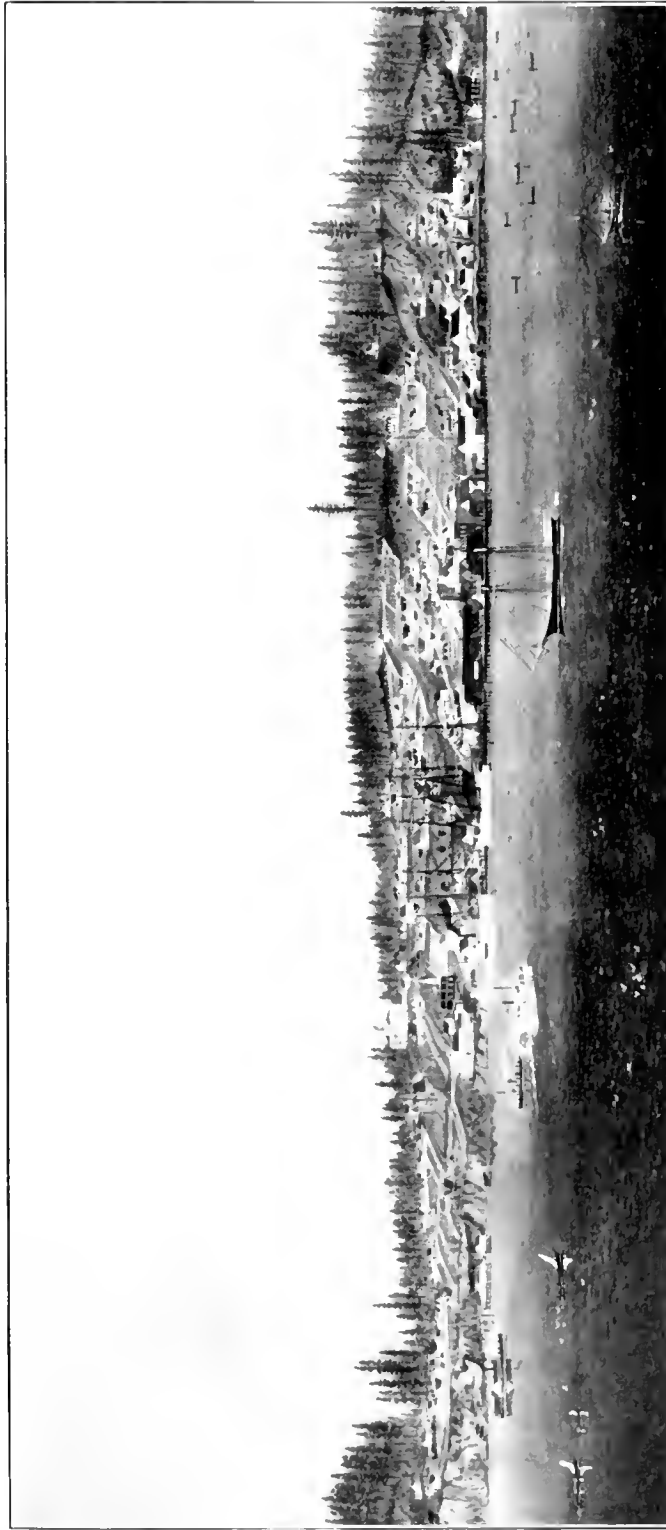


YAKIMA VALLEY, 1942

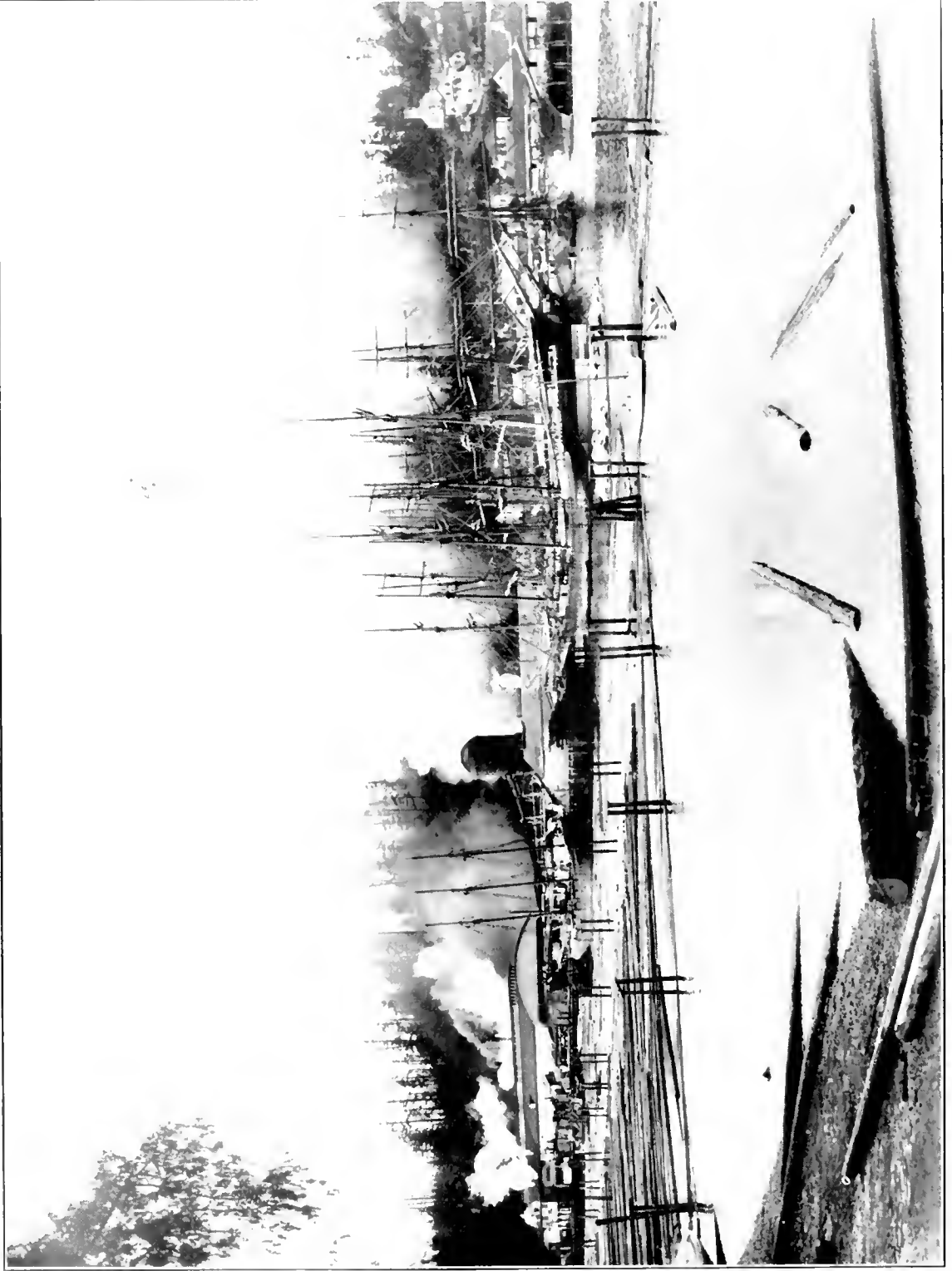
This Valley produced a tonnage of 55,000 cars in 1928. In 1900 there was practically no production



SEATTLE ABOUT 1872



SEATTLE FROM THE WATER-FRONT ABOUT 1870
From an early painting



PORT BLAKELEY ABOUT 1895

University of California
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